

STATE ROUTE



District 6

Transportation Concept Report

Office of System Planning

August 2006

DRAFT



Caltrans

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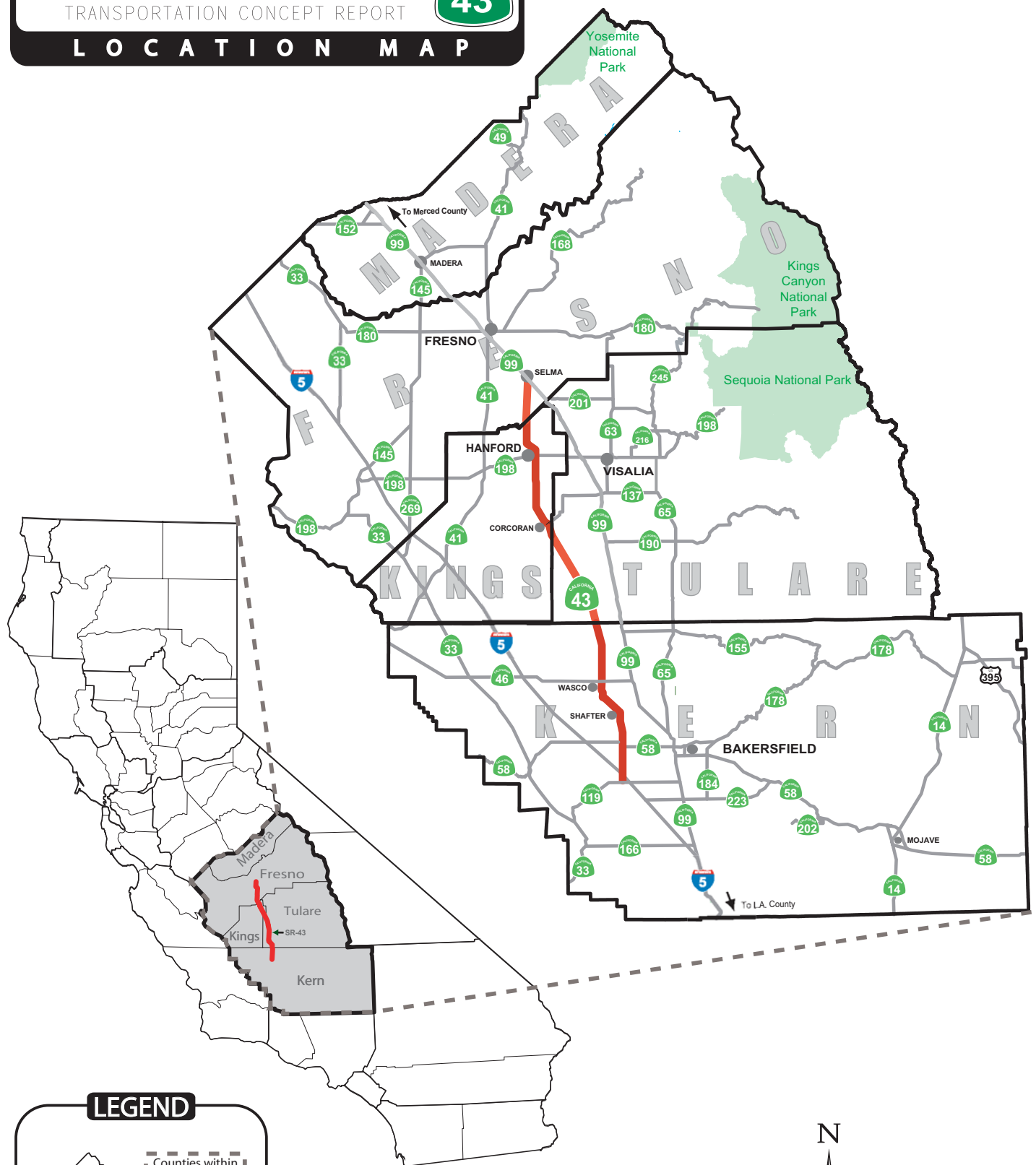
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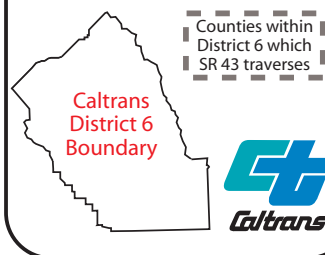
STATE ROUTE

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND



Not To Scale



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Transportation Concept Report

State Route 43

August 2006

I. INTRODUCTION

A Transportation Concept Report (TCR) is a long-range System Planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2006, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain that Concept LOS. The primary focus for LOS attainment are capacity-enhancing improvements such as lane additions.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, or whichever LOS is feasible to attain on that particular state highway facility. For the purpose of this document, however, the Concept LOS is a “target” LOS determined by the importance of the route and environmental context. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies alternate modes of transportation (mass transit, rail, bicycle and pedestrians) and the deployment of Intelligent Transportation Systems (ITS) as integral to a route’s future development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, also ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. This UTC does not consider funding as a constraint.

Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location. This document also identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project study report (PSR) and/or design phases.

This TCR should be considered a “living document,” and subject to amending as various projects are completed and conditions change. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for Route 43 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: This route begins at the junction of Route 119 in southern Kern County.

Ends: This route ends at the junction of Route 99 in the City of Selma in central Fresno County.

Length: Route 43 is comprised of a 97.60 mile highway. The highway is continuous except for a short gap on the north side of Wasco where it combines with SR-46 (in an east-west direction under the rail road tracks) for approximately one-half mile.

Jurisdiction: This Transportation Concept Report covers this route's entire length from its beginning at Route 119 in southern Kern County, through Tulare and Kings counties, to its terminus at Route 99 in the City of Selma (Fresno County). The entire route is located within Caltrans District 6.

Land Use: State Route 43 lies in the central San Joaquin Valley, and traverses the area in a north-south direction. Agriculture is the most dominant land use along the SR 43 corridor. Most of the agricultural land along this route is devoted to the production of crop and orchard products as well as dairy production and livestock raising. This route is primarily rural with the exception of those segments located within the cities of Wasco, Shafter and Selma and on the outer fringes of Corcoran and Hanford. There are no major residential, commercial, or industrial uses outside of these five areas. Similarly, shopping and other types of service oriented businesses are primarily to be found within Wasco, Shafter and Selma.

Terrain: The entire length of this highway is located on flat terrain.

A. Modal Alternatives

Passenger Rail Service: Railroad tracks and other railroad oriented facilities owned by the Burlington Northern and Santa Fe Railroad parallel much of this route's length through Kern, Tulare and Kings counties. These tracks, in addition to hauling freight, have been contracted to Amtrak for the use of its San Joaquin Route - a passenger route that services communities from Bakersfield to Stockton on a daily basis. Amtrak stations are located in Bakersfield, Wasco, Corcoran and Hanford and as such provide an alternative mode of transportation to much of this route. In an effort to improve the area's air quality the City of Corcoran currently provides its citizens with subsidized round-trip Amtrak tickets for those who commute frequently between Corcoran and Hanford.

Additionally, tracks of the San Joaquin Valley Railroad cross this route in two different locations - in Kern County at approximately PM 7.00 and in Kings County at approximately PM 18.75. In both instances these tracks are currently used for freight hauling but could be used, if the need arose, and if all parties agreed, as light or passenger rail in the future.

The Caltrans Division of Rail has hired a consultant to develop the San Joaquin Corridor Strategic Business Plan. The plan will look at among other rail issues, the potential connection of the San Joaquin Route to Los Angeles via the Tehachapi Rail Corridor. The business plan is anticipated to be completed by June 30, 2007.

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains

could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland or Sacramento in the north, through the Central Valley, to the south through Los Angeles, and San Diego. The final alignment has not as yet been chosen but could eventually parallel one or more segments of this highway if existing railroad right-of-way is used.

Transit Services: Both fixed-route and demand response (i.e. dial-a-ride) buses provide transit service to many non-connecting portions of this route.

Within Kern County the Kern Regional Transit system's "North Kern Express" provides inter-city services between Bakersfield and the cities of Shafter, Wasco, McFarland and Delano.

Within Kings County two separate transit systems are available. KART (Kings Area Rural Transit), is the primary transit operator within the county and also within the City of Hanford. In and around the City of Corcoran citizens have access to a demand response (dial-a-ride) service known as the Corcoran Area Transit (CAT).

Within Fresno County the Selma Transit operates both fixed route and demand response services within the City of Selma. None of Selma Transit's fixed routes uses Route 43 as a portion of its routes but their demand response services may occasionally use, or cross, Route 43 while providing its dial-a-ride services.

Neither Greyhound or the Orange Belt Stageline, this area's two primary inter-city bus companies, provide any normally scheduled services along any portion of this route.

Please refer to the "Transit" section of the Appendix for more detailed information on transit services available along Route 43.

Park & Ride Facilities: Only one park and ride facility is located along this route. That facility is located northeast of Hanford at the junction of Route 43 and 10th Ave. (i.e. - at the dividing line between Segments 18-19). This facility is used primarily by car-poolers driving to/from Selma, Fresno/Clovis and other points north.

Bicycle Routes & Facilities: The entire length of Route 43, being a conventional state highway, is opened to bicycle travel under a "share-the-road" basis. With the exception of Segments 1-3 in southern Kern County, this route primarily features wide bikeable shoulders and level terrain. Winter "tule fog" often presents a problem to bicyclists along this route between November and late February.

Please refer to the "Bicycle Routes & Facilities" section of the Appendix for more detailed information on bicycle routes and facilities along Route 43.

Pedestrian Needs / Facilities - Pedestrian and ADA concerns for this route are primarily to be found within the communities of Shafter, Wasco and Selma where there are heavy concentrations of residential, retail and commercial properties on or adjacent to this route's right-of-way. The remainder of this route is very rural with few, if any, current pedestrian or ADA concerns at the present time.

Please refer to the "Pedestrian Access / Facilities" section of the Appendix for more detailed information on pedestrian and ADA access along Route 43.

B. Intelligent Transportation Systems (ITS)

At the present time the only applications of ITS that can be found along Route 43 include one changeable message sign (CMS) in Kern County at PM 3.65 (approximately two miles north of Interstate 5) and emergency call boxes at eighteen locations within Kern County. These call boxes are owned and maintained by the Kern Council of Government's (KCOG) Kern Motorist Aid Authority. Additional deployment of ITS technology along this Route may enhance the operational efficiency and safety of the route by informing motorists of traffic congestion, inclement weather (specifically the presence of winter tule fog), dust storms, construction delays and accidents.

Please refer to the "ITS" section of the Appendix for more detailed information on Intelligent Transportation Systems in use or planned along this Route.

C. Route 43 Highway Facts:

- Before being combined and renumbered in July 1964, Route 43 as we know it today was comprised of State Legislative Routes 135 and 139.
- The first 17 segments of this highway (i.e. between Route 119 and Route 198), were added to the State Highway System in 1933 while the remaining four northern segments (i.e. those portions between Route 198 and Route 99) were added to the State Highway System in 1959.
- Also in 1959, Route 43, between Interstate 5 and Route 99, became a part of California's Freeway and Expressway System
- This route is commonly known as the "Central Valley Highway" between the cities of Shafter and Selma.
- This route primarily provides access to and from the agricultural related endeavors that occur along its corridor.
- This route also serves as a major corridor to and from the cities of Shafter and Wasco, and to a lesser degree Selma.
- Within Shafter, Wasco and Selma this route is categorized as a major arterial.
- During mornings and evenings rush hours, Route 43 is a major commuter route between Corcoran/Hanford and cities north - i.e. Selma, Fowler and Fresno/Clovis.
- When needed, this route can be used as an alternative to SR-99, which parallels much of this route to the east
- Currently route is comprised of numerous segments of 2-lane conventional highway, several segments of 4-lane divided conventional highway and from Tulare County (Tulare PM 21.90) to the Kings/Fresno County Line (Kings PM 27.30), is a 2-lane expressway.
- Four Freeway Agreements, each written in the early 1950's (known then as Route 135) are in existence for the Tulare and Kings County expressway segments.
- Colonel Allensworth State Historical Park is the only major recreational facility located on this route.

For additional information on this routes existing and future facilities please refer to the four Summary Charts which follow this section. For additional information on this route's existing Freeway Agreement please refer the Freeway Agreement section of the Appendix.

D. General Environmental Concerns: Environmental concerns vary from segment to segment. Generally however environmental concerns on this route may revolve around:

- The possible encroachment into archeological sites (various locations)

- Endangered species habitats, wetlands and river areas (various locations)
- The existing built environment (i.e. the displacement of residences and businesses)
- The Burlington Northern Railroad facilities located on one or the other side of this highway
- The Salyer Farms Airport (southeast of Corcoran) which is currently located only a few feet west of this highway's right-of-way line.

Note - Many of the classifications mentioned above are monitored by Caltrans' Cultural Resources staff and/or Native American Consultants and may be further subject to considerations under State and Federal laws relating to cultural resources management.

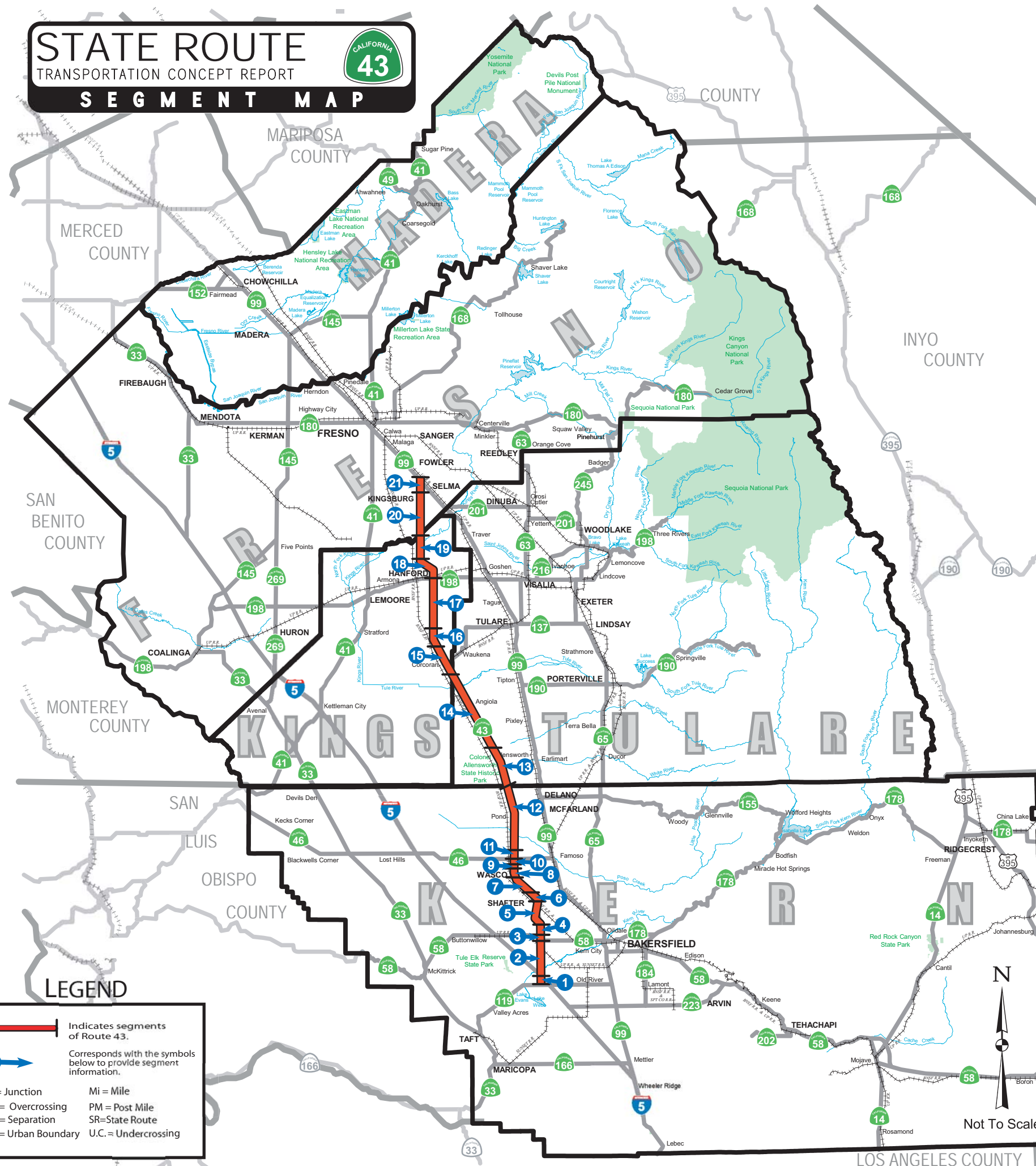
For more specific segment environmental concerns please refer to Section IV.

III. SEGMENT MAP

Attached on the next page is the 11" x 17" master foldout map showing the location of the 21 highway segments detailed within this TCR. Segments 1 - 12 are located within Kern County, Segments 13 - 14 are located within Tulare County, Segments 15 - 19 are located within Kings County and Segments 20 - 21 are located within Fresno County.

Following the 11" x 17" master segment map is an overview of Route 43 geometrics including land use and environmental considerations. The overview is divided into four segment groups. Each group has a detailed segment map and information concerning the segments covered therein.

SEGMENT MAP



- 1 Segment 1:** SR 43 PM 0.10 / 1.90
Jct Rte 119 (Begin Route) / Rte 43/5 Sep
- 2 Segment 2:** SR 43 PM 1.90 / 8.11
Rte 43/5 Sep / S Jct Rte 58
- 3 Segment 3:** SR 43 PM 8.11 / 9.20
S Jct Rte 58 / N Jct Rte 58
- 4 Segment 4:** SR 43 PM 9.20 / 12.20
N Jct Rte 58 / 7th Standard Rd
- 5 Segment 5:** SR 43 PM 12.20 / 15.74
7th Standard Rd / Santa Fe Way
- 6 Segment 6:** SR 43 PM 15.74 / 16.30
Santa Fe Way / 0.1 mi S of Euclid Ave
- 7 Segment 7:** SR 43 PM 16.30 / 18.60
0.1 mi S of Euclid Ave / Poplar Ave
- 8 Segment 8:** SR 43 PM 18.60 / R23.60
Poplar Ave / Filburn St
- 9 Segment 9:** SR 43 PM R23.60 / R24.10
Filburn St / Poso Ave
- 10 Segment 10:** SR 43 PM R24.10 / R25.10
Poso Ave / W Jct Rte 46
- 11 Segment 11:** SR 43 PM 25.20 / 26.30
E Jct Rte 46 / McCombs Ave
- 12 Segment 12:** SR 43 PM 26.30 / 38.80
McCombs Ave / Tulare Co Line

13 Segment 13: SR 43 PM 0.00 / R9.90
Kern County Line / 0.2 mi S of Deer Creek

14 Segment 14: SR 43 PM R9.90 / 22.70
0.2 mi S of Deer Creek / Kings Co Line

- 15 Segment 15:** SR 43 PM 0.00 / 2.20
Tulare Co Line / 0.1 mi S of Pickerell Ave
- 16 Segment 16:** SR 43 PM 2.20 / 3.02
0.1 mi S of Pickerell Ave / N Jct Santa Fe Ave
- 17 Segment 17:** SR 43 PM 3.02 / 18.20
N Jct Santa Fe Ave / Rte 43/198 Sep

ment 18: SR 43 PM 18.20 / 22.30
3/198 Sep / 10th Ave

19 Segment 19: SR 43 PM 22.30 / 27.30
10th Ave / Fresno Co Line

20 Segment 20: SR 43 PM 0.00 / 8.30
Kings Co Line / Nebraska Ave

21 Segment 21: SR 43 PM 8.30 / 9.30
Nebraska Ave / Rte 43/99 Sep
(End of Route)

Not To Scale

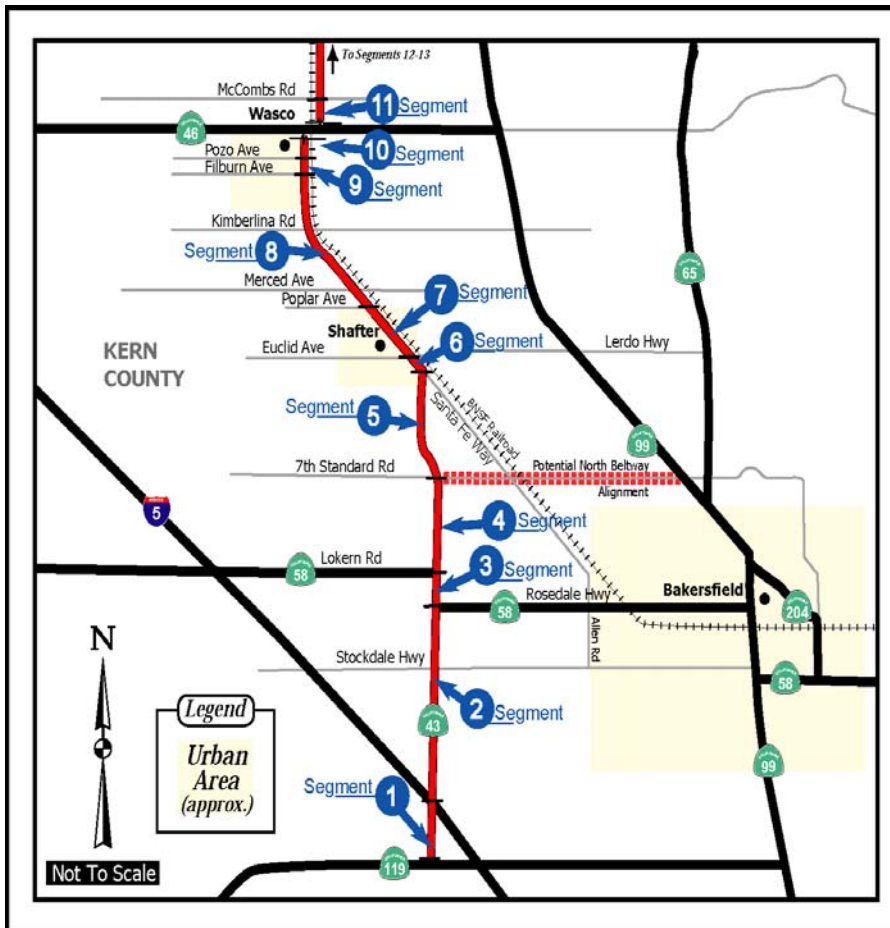
IV. GEOMETRICS, LAND USE AND ENVIRONMENTAL CONSIDERATIONS

Segments 1-11: Junction State Route 119 to McCombs Road

Begins: At the junction of Route 119 (PM 0.10) in Kern County.

Ends: At the junction of McCombs Road (PM 26.30) in Kern County.

Land Use: With the exception of the urban areas of Shafter and Wasco, land use within these 11 segments of Route 43 is primarily agricultural related - open range land, dry land farming,



irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with occasional petroleum - related activities. Route 43 crosses Interstate 5 at Post Mile (PM) 1.5 and the Kern River at PM 2.65.

Additionally, small clusters of retail establishments occur at the south junction of Route 58 (i.e. Rosedale Highway - PM 8.11) and again at the junction of 7th Standard Road (PM 12.20). The cities of Shafter and Wasco are supported primarily by agricultural-

related activities. The Burlington Northern Santa Fe Railroad parallels the east side of this route from the junction of Santa Fe Avenue (PM 15.74) to the west junction of Route 46 (PM R25.10), and then on the route's west side from the east junction of Route 46 (PM 25.20) to McCombs Road (PM 26.30).

Facility: Between its beginning at Route 119 (PM 0.10) and the beginning of the urban areas of Shafter (PM 16.25) Route 43 consists of a 2-lane conventional highway. Between PM 16.25 and Poso Avenue (PM 24.10) Route 43 is a 4-lane conventional roadway, and between Poso Avenue and McCombs Road the route is again a 2-lane conventional highway. During the growing and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines,

mechanical picking equipment etc.) is a frequent occurrence within these eleven segments. Such movement of equipment occasionally hinders the free flow of traffic on this route.

Interchanges and other State Highway connections occurring within Segments 1-11

- A non-signalized at-grade intersection at Route 119 at Kern PM 0.00
- A non-signalized grade-separated interchange with Interstate 5 at PM 1.90
- A non-signalized at-grade intersection with Route 58(S) - Rosedale Hwy - at Kern PM 8.11
- A non-signalized at-grade intersection with Route 58(N) - Lokern Rd - at Kern PM 9.16
- A signalized at-grade intersection with Route 46(W) - Wasco - at Kern PM 25.10
- A non-signalized at-grade intersection with Route 46(E) - northeast of Wasco - at Kern PM 25.20

Note: Kern County is currently proposing the construction of two “beltways” that could eventually affect Route 43. The so-called “West Beltway”, if constructed as shown on existing maps, would be along an alignment, east of, but parallel to this route. The proposed “North Beltway”, again if constructed according to existing maps, would parallel 7th Standard Road. Either of these beltways, if constructed, offers the potential of additional at-grade conventional or grade-separated freeway interchanges, as well as changes to existing traffic volumes and traffic patterns.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 1-11:

- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily within the cities of Shafter, Wasco and Selma)
- The presence of the Burlington Northern & Santa Fe Railroad facilities located on one or the other side of this highway within Segments 6-11.

Segments 12-13: McCombs Ave to 0.2 mi S. of Deer Creek

Begins: At McCombs Avenue (PM 26.30) in Kern County

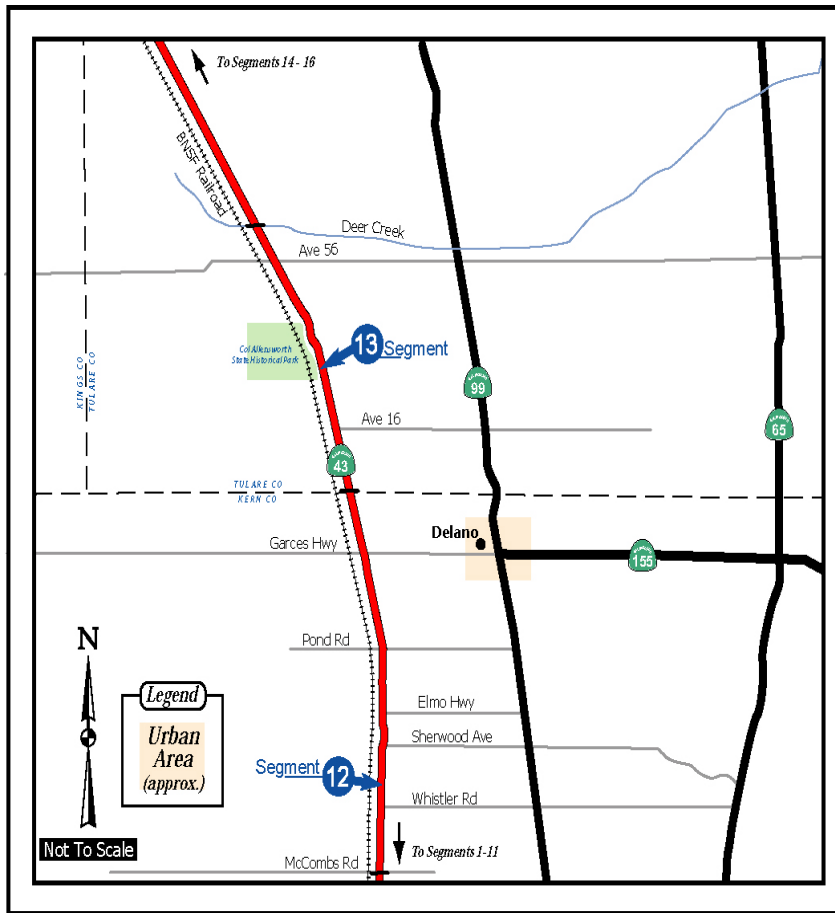
Ends: At 0.2 miles south of Deer Creek (PM 9.90) in Tulare County

Land Use: Land use within Segments 12 and 13 is predominantly agricultural related - dry land farming, irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with an occasional petroleum-related activity. No commercial or retail facilities, or major urban centers, exist along Route 43 within these two segments. Colonel Allensworth State Historical Park is located at Tulare PM 5.40. The Burlington Northern & Santa Fe Railroad continues to parallel the roadway on its west side within these two segments.

Facility: Between McCombs Road (Kern PM 26.30) and a point just south of Deer Creek (Tulare PM 9.90) Route 43 is comprised of a 2-lane conventional highway. In season, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these two segments. Such movement of equipment occasionally hinders the free flow of traffic along this route.

Interchanges and other State highway connections:

- No interchanges or intersections with other state highways occur within Segments 12 or 13.



Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 12 and 13:

- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- The presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this highway within Segments 12 and 13.

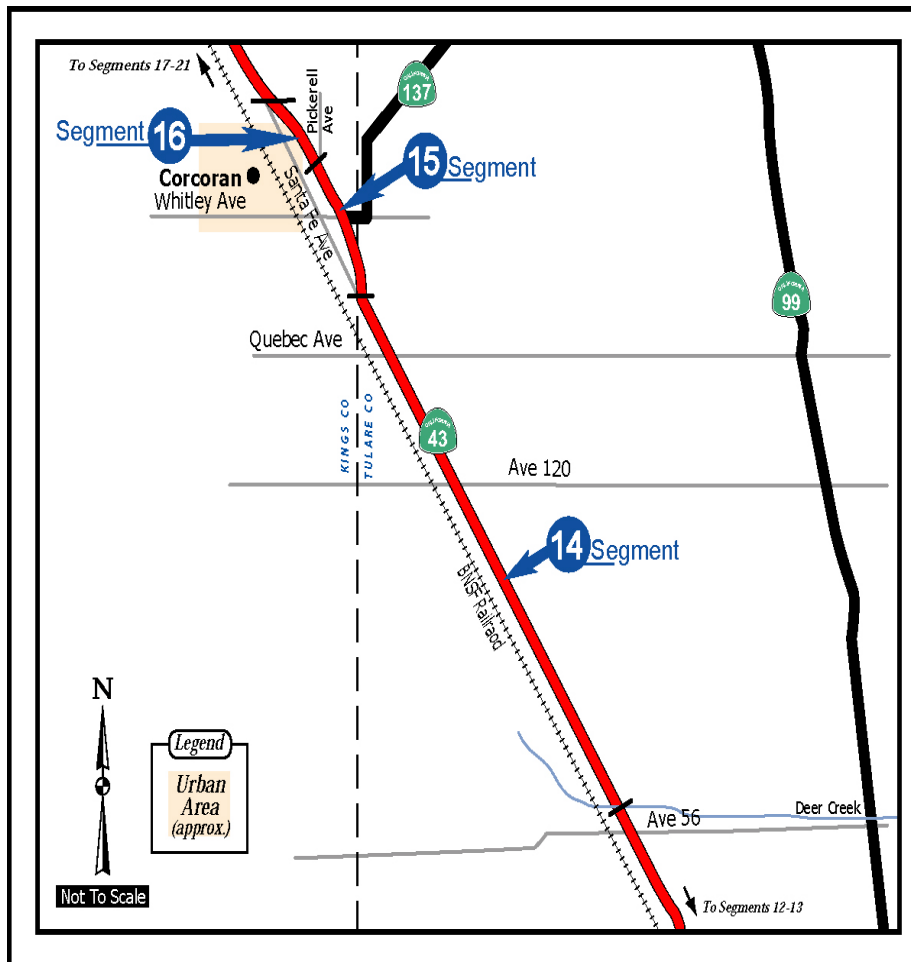
Segments 14-16: 0.2 mi. S. of Deer Creek to N Jct. Santa Fe Avenue/Nevada Ave.

Begins: At 0.2 mi. S. of Deer Creek (PM 9.90) in Tulare County

Ends: At N Jct. Santa Fe Avenue (PM 3.02) in Kings County

Land Use: Land use within Segments 14 and 15 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). No commercial or retail facilities currently exist along the route within these two segments. Within Segment 16 the environment changes to one of mixed commercial, industrial and residential facilities as the highway passes through the northeastern fringes of Corcoran. Along a majority of segment 14, the Burlington Northern & Santa Fe Railroad tracks parallel the roadway on the route's west side and for the first mile and a half of Segment 15 (Kings PM 0.00 to Kings PM 1.50), the highway passes immediately to the east of the Salyer Farms Airport - a private non-commercial airport.

Facility: Between 0.2 miles south of Deer Creek to a point just south of the Tulare/Kings County Line (Tulare PM 9.90 to PM 22.10), Route 43 is comprised of a 2-lane conventional highway and from the point just south of the county line (Tulare 22.10) through the end of Segment 16 (Kings PM 3.02) the route is designated as an expressway. Freeway Agreements are currently on file for Segment 15 and 16 (See Appendix section Freeway/Controlled Access Agreements). During the planting and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these three



segments. Such movement of equipment occasionally hinders the free flow of traffic along these segments.

Interchanges and other State highway connections occurring within Segments 14-16:

- A non-signalized at-grade intersection with Route 137 (Kings PM 1.45).

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may need to be addressed within Segments 14-16:

- The possible encroachment into archeological sites (various locations)
- Possible endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily in the vicinity of the Salyer Airport and on the east side of Corcoran)
- The continued presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this route within Segment 14.

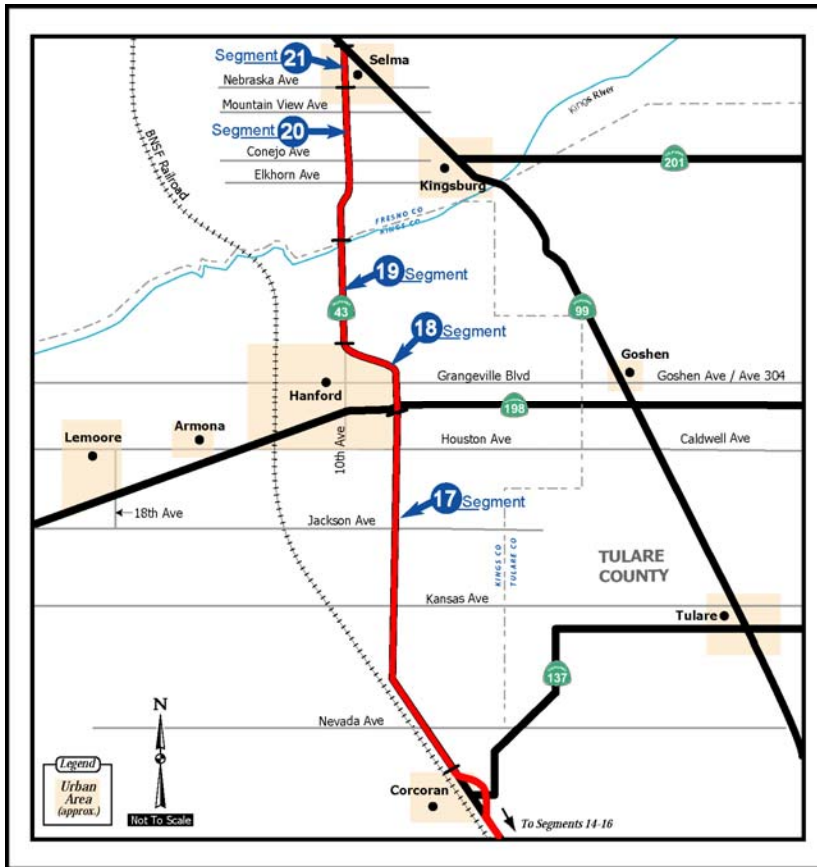
Segments 17-21: N Jct. Santa Fe Avenue to Jct SR 99 (End of Route).

Begins: At the N Jct. Santa Fe Avenue (Kings PM 3.02) in Kings County

Ends: At the Jct. SR 99 (Fresno PM 9.30 - end of route) in Selma, Fresno County

Land Use: Land use within Segments 17 to 20 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). At this time, no commercial or retail facilities exist along the route within these four segments. However, Segment 18 lies just beyond the current outer fringes of Hanford and any further development north eastward from the city could place this route within a developed area. Within Segment 21 the environment changes from rural to mixed commercial and residential facilities as the highway passes through the southern and central portion of Selma.

Facility: From its beginning at the North junction of Santa Fe Avenue, north of Corcoran, to the junction of SR 198 (Kings PM 3.02 to Kings PM 18.20) Segment 17 is designated as a 2-lane



expressway (for additional information please see Appendix section Freeway/Controlled Access Agreements). North of SR 198, Segments 18 to 20 are comprised of 2-lane conventional highway segments while Segment 21 widens into a 4-lane divided conventional roadway as it enters the city of Selma. During the planting and harvesting seasons the occasional movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within Segments 17-20. Such movement of equipment occasionally hinders the free flow of traffic along these four segments. Additionally, this route's only park and ride facility is located at the junction of Route 43

and 10th Avenue in northeast Hanford (at the borderline between Segments 18 & 19).

Interchanges and other State Highway connections occurring within Segments 17-21:

- A grade-separated freeway interchange with SR 198 at Kings PM 18.20.
- A grade-separated interchange with SR 99 in the city of Selma at Fresno PM 9.30.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 17-21:

- The possible encroachment into archeological sites (various locations).
- Endangered species habitats and wetlands (various locations).
- Encroachment into and/or the displacement of the existing built environment (primarily within Segment 21 - the city of Selma).

V. Concept Rationale

Route Concept LOS:

Rural: LOS D was assigned to all of the rural portions of Route 43 due to the inter-regional importance of this route and the anticipated traffic volumes.

Urban: LOS D was also assigned to the urban portions of this route - namely Segments 7 (Shafter), 9-10 (Wasco) and 21 (Selma). In this case LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and construction complexities typically encountered in existing urban environments.

Concept Facility:

The Concept Facility (i.e. corridor improvements considered viable within 25 years) is as follows:

- **2-lane conventional highway, Improved** (Segments 1-5): only operational and safety improvements are proposed for these segments.
- **Maintain current 4-lane conventional highway configuration** (Segments 6-9): no improvements are expected for these four segments.
- **2-lane conventional roadway, Improved** (Segments 10-14): only operational and safety improvements are proposed for these five segments.
- **2-lane expressway, Improved** (Segments 15-17): only operational and safety improvements are proposed for these three segments.
- **2-lane expressway, Improved** (Segments 18-19): to a 4-lane expressway.
- **2-lane conventional highway, Improved** (Segment 20): improve to a 4-lane conventional highway.
- **4-lane highway, Improved** (Segment 21): only operational and safety improvement are proposed for this segment.

Ultimate Facility:

This route's Ultimate Facility (i.e. for years 2030 and beyond) is as follows:

- **2-lane conventional, Improved (Segments 1-5):** a 4-lane conventional highway
- **2-lane conventional, Improved (Segments 10-14):** to a 4-lane conventional highway plus additional improvements
- **2-lane conventional highway, Improved (Segments 15-17):** to a 4-lane expressway.

Note: Should either of the proposed Kern County beltways be constructed, as shown within the City of Shafter's 2005 General Plan and other maps, both the Concept or Ultimate Facility scenarios described above may need to be revised to properly reflect any traffic shifting that may or may not occur by the building of such facilities.

VI. State Route 43 Transportation Concept Report Summary Chart

The Summary Chart on the following four pages indicate that SR 43 is divided into 21 separate segments. The chart provides descriptive and technical information, both current and forecasted, for the State highway. It also has a linear geographic diagram that illustrates the major state and local highway facilities, along with key natural features and city/county boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" on the left side of each chart defines what is shown on the Chart with the exception of self-explanatory items. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

Transportation Concept Report

State Route



SUMMARY CHART 1-A

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LEGEND

Existing Lanes

Conventional

Expressway

Number of Lanes

2

4

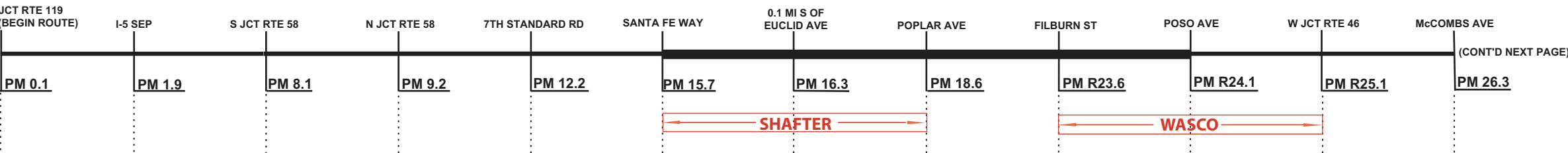
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* Length of Segments on this bar chart are not to scale.

Planned or Programmed by 2030

Add Through Lanes

Convert Existing Conventional Highway To Expressway



Segment: Self-explanatory:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

(I)++: Conventional Highway/Expressway with (I) improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

N/A: Not deficient or no projects recommended for segment.

N/A*: Deficient but no projects currently recommended.

B*: Concept Facility meets Concept LOS
++: Ultimate ROW generally the same as Existing ROW.

SEGMENT #	1	2	3	4	5	6	7	8	9	10	11
County / Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
Description Begin	JCT RTE 119	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
Description End	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
Postmile Limits Begin/End	0.1 / 1.9	1.9 / 8.1	8.1 / 9.2	9.2 / 12.2	12.2 / 15.7	15.7 / 16.3	16.3 / 18.6	18.6 / R23.6	R23.6 / R 24.1	R24.1 / R25.1	R25.1 / 26.3
Length (MI)	1.8	6.2	1.1	3.0	3.5	0.6	2.3	5.0	0.5	1.0	1.2
Rural or Urban	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	RURAL	URBAN	URBAN	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	80 / 80	80 / 80	50 / 110	50 / 60	80 / 80	80 / 80	80 / 110	110 / 140	110 / 110	80 / 80	60 / 80
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 22	12 / 22	4 / 12	12 / 12	0 / 0
Shoulder Range (FT)	2 / 8	2 / 4	4 / 4	4 / 4	4 / 4	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	5 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12	11
Ultimate ROW (FT)	146	146	146	146	146	110	110	146	+	110	110
Facility: Existing	2C	2C	2C	2C	2C	4C	4C	4C	4C	2C	2C
2030 Concept	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	4C	4C	4C	4C	2C(I)++	2C(I)++
UTC	4C	4C	4C	4C	4C	4C	4C	4C	4C	4C	4C
LOS: 2006	B	C	C	B	C	C	B	B	C	C	B
LOS: 2015	B	C	D	C	C	C	B	B	C	C	B
LOS: 2030	C	D	D	C	C	C	B	B	C	C	B
LOS: 2030 Concept	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	51/49	52/48	54/46	52/48	52/48	51/49	51/49	53/47	53/47	54/46	57/43
AADT: 2006	4,800	4,700	7,100	4,200	3,500	8,800	12,400	9,400	9,400	7,200	3,600
AADT: 2015	7,100	7,000	9,300	5,700	4,900	11,500	16,000	12,700	11,400	8,400	4,200
AADT: 2030	10,400	10,500	12,000	7,900	6,800	13,800	20,600	16,900	13,700	9,400	4,600
Peak Hour: 2006	400	460	700	390	330	770	1,100	850	850	650	330
Peak Hour: 2015	590	690	910	530	460	1,010	1,420	1,140	1,030	750	380
Peak Hour: 2030	860	1,030	1180	730	640	1,210	1,830	1,530	1,240	850	420
% Trucks: AADT	30%	31%	20%	38%	40%	18%	13%	17%	17%	22%	25%
% Trucks: Peak Hour	27%	28%	18%	34%	36%	17%	12%	16%	16%	20%	23%

LEGEND

Existing Lanes

Conventional

Expressway

XXXXXXXXXXXX

Number of Lanes

2

4

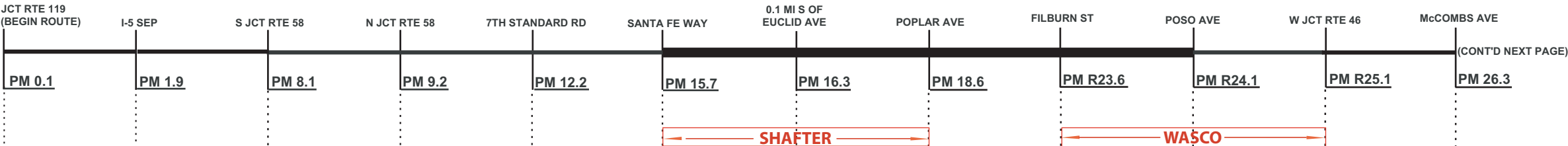
6

* Length of Segments on this bar chart are not to scale.

Planned or Programmed by 2030

Add Through Lanes

Convert Existing Conventional Highway to Expressway



<div>Segment: Self-explanatory:</div> <div>Functional Classification: A process by which streets and highways are grouped into or classification systems.</div> <div>NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</div> <div>Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.</div> <div>Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</div> <div>STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</div> <div>Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</div> <div>IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</div> <div>STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</div> <div>Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</div> <div>ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</div> <div>Yes* = Designated Bike Lane or Route exists in Roadway.</div>	SEGMENT #	1	2	3	4	5	6	7	8	9	10	11
	County / Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
	Description Begin	JCT RTE 119	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
	Description End	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
	Postmile Limits Begin/End	0.1 / 1.9	1.9 / 8.1	8.1 / 9.2	9.2 / 12.2	12.2 / 15.7	15.7 / 16.3	16.3 / 18.6	18.6 / R23.6	R23.6 / R24.1	R24.1 / R25.1	R25.1 / 26.3
	Lane Length (MI)	1.8	6.2	1.1	3.0	3.5	0.6	2.3	5.0	0.5	1.0	1.2
	Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)
	National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	General Plan/RTP LOS Standard	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM
	General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
	Bikes/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES



LEGEND

Existing Lanes

Conventional

Expressway

Number of Lanes

2

4

6

* Length of Segments on this bar chart are not to scale.

Planned or Programmed by 2030

Add Through Lanes.

Convert Existing Conventional Highway To Expressway

Segment: Self-explanatory:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

(I)++: Conventional Highway/Expressway with (I) improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

N/A: Not deficient or no projects recommended for segment.

N/A*: Deficient but no projects currently recommended.

B*: Concept Facility meets Concept LOS.

±: Ultimate ROW generally the same as the Existing ROW.

SEGMENT #	12	13	14	15	16	17	18	19	20	21
County / Route	KER / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
Description Begin	McCOMBS AVE	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE
Description End	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE	RTE 99/43 SEP
Postmile Limits Begin/End	26.3 / 38.8	0.0 / R9.9	R9.9 / 22.7	0.0 / 2.2	2.2 / 3.02	3.02 / 18.2	18.2 / 22.3	22.3 / 27.3	0.0 / 8.3	8.3 / 9.3
Length (MI)	12.5	9.9	12.8	2.2	0.8	15.2	4.1	5.0	8.3	1.0
Rural or Urban	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL/URBAN	RURAL	RURAL	URBAN
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	60 / 80	80 / 260	100 / 260	142 / 142	142 / 142	142 / 220	80 / 80	80 / 80	60 / 80	105 / 170
Median Range (FT)	0 / 0	0 / 0	0 / 24	0 / 20	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 22
Shoulder Range (FT)	6 / 8	3 / 3	2 / 8	8 / 8	8 / 8	8 / 8	3 / 8	8 / 8	6 / 8	2 / 11
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	110	110	110	170	170	170	170	170	146	146
Facility: Existing	2C	2C	2C	2E	2E	2E	2E	2C	2C	4C
2030 Concept	2C(I)++	2C(I)++	2C(I)++	2E(I)++	2E(I)++	2E(I)++	4E	4E	4C	4C
UTC	2C(I)++	2C(I)++	2C(I)++	4E	4E	4E	4E	4E	4C	4C
LOS: 2006	B	B	B	C	C	C	D	D	D	C
LOS: 2015	B	C	D	C	C	C	D	E	E	C
LOS: 2030	B	C	E	C	D	D	E	E	E	D
LOS: 2030 Concept	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	2030	N/A	N/A	N/A	2030	2015	2015	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	B*	B*	B*	C*
Directional Split (Peak Hour)	57/43	55/45	53/47	53/47	54/46	50/50	51/49	51/49	50/50	51/49
AADT: 2006	3,150	2,450	4,800	4,850	3,800	7,900	10,500	11,600	12,000	16,500
AADT: 2015	3,700	3,800	9,700	6,300	5,900	10,500	14,100	16,300	16,200	22,200
AADT: 2030	4,300	5,900	19,400	8,200	9,100	13,700	19,000	22,900	21,700	29,500
Peak Hour: 2006	290	260	550	460	360	730	1,000	1,100	1,150	1,600
Peak Hour: 2015	340	410	1,110	600	560	970	1,350	1,550	1,550	2,150
Peak Hour: 2030	400	630	2,220	780	860	1,260	1,810	2,170	2,080	2,850
% Trucks: AADT	28%	36%	31%	30%	40%	30%	23%	20%	19%	14%
% Trucks: Peak Hour	25%	32%	28%	27%	36%	27%	21%	18%	17%	13%

LEGEND

Existing Lanes

Conventional

Expressway

Number of Lanes

2

4

6

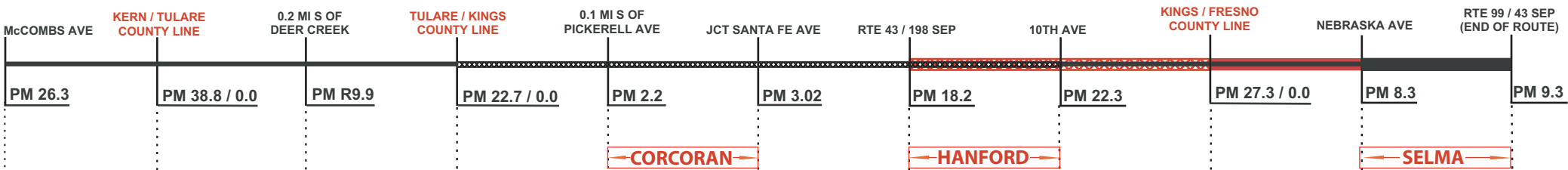
* Length of Segments on this bar chart are not to scale.

Planned or Programmed by 2030

Add Through Lanes

Convert Existing Conventional Highway To Expressway

XXXXXXXXXXXXXX



<div>Segment: Self-explanatory:</div> <div>Functional Classification: A process by which streets and highways are grouped into or classification systems.</div> <div>NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</div> <div>Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.</div> <div>Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</div> <div>STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</div> <div>Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</div> <div>IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</div> <div>STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</div> <div>Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</div> <div>ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</div> <div>Yes* = Designated Bike Lane or Route Exists in Highway</div>	SEGMENT #	12	13	14	15	16	17	18	19	20	21
	County / Route	KERN / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
	Description Begin	McCOMBS AVE	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE
	Description End	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE	RTE 99/43 SEP
	Postmile Limits Begin/End	26.3 / 38.8	0.0 / R9.9	R9.9 / 22.7	0.0 / 2.2	2.2 / 3.02	3.02 / 18.2	18.2 / 22.3	22.3 / 27.3	0.0 / 8.3	8.3 / 9.3
	Lane Length (MI)	12.5	9.9	12.8	2.2	0.8	15.2	4.1	5.0	8.3	1.0
	Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)
	National Highway System (NHS), (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Freeway/Expressway System (Y/N)	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway), or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	General Plan/RTP LOS Standard	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	TULARE CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	TULARE CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM
	General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
	Bicycles/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

VII. REVIEW OF ROUTE 43 PERFORMANCE: CURRENT AND FUTURE

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 43 is deficient when it operates below the designated Route Concept LOS of D.

As of the year 2006, Route 43 is operating at LOS B or LOS C within all of Kern and Tulare Counties, within Segments 15-17 of Kings County and within Segment 21 (Selma) of Fresno County. Segment 21's LOS C is due to its existing four-lane configuration within Selma.

Within Segments 18 and 19 (Kings County) and Segment 20 (Fresno County) Route 43 is currently operating at Concept LOS of D.

By 2030, without improvements, this route will not meet its Concept LOS of D in Segments 14 and 18-20, it will meet the Concept Level of D in Segments 2-3, 16-17 and 21 and will exceed its Concept Level of D in Segments 1, 4-13 and 15.

Four Freeway Agreements are in place for this route from Tulare PM 21.9 (just south of the Tulare/Kings County Line) to Tulare PM 22.7 (Tulare/Kings County Line) and from Kings PM 0.00 to Kings PM 18.40 (Jct. SR 198). All agreements were adopted between 1951 and 1953 when this route was known as State Legislative Route 135. Currently the highway between these postmiles is constructed as a 2-lane expressway (See Appendix for further details).

Although Route 43 is primarily a 2-lane conventional highway for a majority of its length the highway is currently listed on the National Network and Terminal Access list for STAA trucks. As such, the highway often experiences a high volume of truck traffic with several segments experiencing counts as high as 30-40% of total traffic volume.

Additionally, throughout the year, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment, etc.) is a common occurrence within all but the urban segments of this route. Such movement of equipment along the shoulder areas of the highway occasionally impedes the safe free-flow of automobile and truck traffic.

Two areas of concern for future development of this highway in Kern County occur in the cities of Wasco and Shafter. In both cities this route functions as an arterial street wherein existing commercial and residential buildings adjoin our rights-of-way. Any future improvements or widening of this roadway in these areas will present challenges and the possible displacement of people and /or structures. In addressing these two concerns, the current version of the Kern County General Plan suggests that any potential upgrading of this highway in the Wasco and Shafter areas consider alternate alignments.

Lastly, in July of this year the City of Selma presented Caltrans with a tentative proposal for the eventual relinquishment of Route 43 within the City's sphere of influence. In its proposal the City envisions taking control of the existing highway from approximately Valley View St. (Fresno PM 8.15 +/-) to the route's current terminus at Highland Ave. and Route 99 (Fresno PM 9.3). The proposal then suggests that Caltrans relocate and lengthen Route 43 on a new alignment (approximately one-mile west of the current alignment) from Valley View St. to Route 99 - with a new interchange being constructed at approximately Route 99 and Dinuba Ave. No additional details are available at this time.

VIII. Planned and Programmed Improvements to Route 43

The following tables show both the planned and programmed projects for Route 43 over the next 25 years. The planned projects include *candidate* projects for the STIP as well as RTP projects. The programmed projects include *actual* projects in the STIP or TCRP that are partially or fully funded. All STIP projects listed below are capacity-increasing projects.

The below table shows:

1. The specific segment.
2. Route 43 Planned Projects - the listing document (RTP or STIP Candidate), description of the project, and known pertinent data.
3. Route 43 Programmed Projects - the listing document (STIP, TCRP) description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment # PM From/To	Planned Projects	Programmed Projects
<u>KERN COUNTY</u>		
<u>Segments 1-12:</u> PM 0.1 / 38.8 Jct Rte 119 (Begin Route) / Tulare County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
<u>TULARE COUNTY</u>		
<u>Segments 13-14:</u> PM 0.0 / 22.7 Kern County Line / Kings County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
<u>KINGS COUNTY</u>		
<u>Segments 15-19:</u> PM 0.0 / 27.3 Tulare County Line / Fresno County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
<u>FRESNO COUNTY</u>		
<u>Segment 20:</u> PM 0.0 / 8.3 Kings County Line / Nebraska Ave.	2004 RTP PM 0.0 / 8.3 widen to 4-lane highway from Kings County Line to SR 99. Begin Construction: 2015*	2000 STIP: PM 0.0 / 8.3 from the Kings County Line to Rte 99 Jct - widen from 2-lane to 4 -lane divided highway. Begin Construction: 2009/10* Complete Construction: 2011/12*

* Tentative Dates - funding currently suspended for the TCRP Program.

Please see the Appendix for this TCR's References, Glossary, and additional information concerning Intelligent Information Services (ITS), Freeway Agreements, Transit, Bicycles and Pedestrians.

DRAFT

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Transit Services	A-14
Bicycle Facilities	A-15 - A-16
Pedestrian Facilities	A-17

Local Jurisdictions (Listed from South to North)**Kern Council of Governments (Kern COG)**

1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Kings County Association of Governments (KCAG)

1400 W Lacey Blvd
Hanford, CA 93230
(559) 582-3211

Tulare County Association of Governments (TCAG)

Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Council of Fresno County Governments (COFCG)

2035 Tulare St., Suite 201
Fresno, CA 93721
(559) 233-4148

Air Quality District:**San Joaquin Valley Air Pollution Control District**

1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley**Air Basin Determination:**

Severe non-attainment for ozone and serious for PM¹⁰. Contact the Air District for more information.

Transit Services: (Listed from South to North)**Kern Regional Transit**

2700 "M" Street, Suite 400
Bakersfield, CA 93301
(661) 862-8613

Golden Empire Transit (GET)

1830 Golden State Avenue
Bakersfield, CA 93301
(661) 324-9874

Tulare County Transit

5961 S Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Kings County Area Public Transit Agency (KCAPTA)

1400 West Lacey Boulevard
Hanford, CA 93230
(559) 582-3211

Corcoran Area Transit (CAT)

1033 Chittenden Avenue
Corcoran, CA 93212
(559) 992-2151

Fresno County Rural Transit Agency (FCRTA)

2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-6789

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - Caltrans:

Traffic Congestion Relief Program, 2000
 State Transportation Improvement Program (STIP),
 2000, 2002, 2004
 State Highway Operations and Protection Program
 (SHOPP), 2000, 2002, 2005, 2006

Interregional Improvement Track-Interregional
 Road System Plan (ITSP), 1998, 2000
 Caltrans District 6 Bicycle Route Inventory for
 California State Highways (District 6 Edition),
 May 2004 Office of System Planning

**Sources of Information - By County: (Listed
 from South to North)**

Kern County:

Kern County General Plan, 2004
 Kern County Regional Transportation Plan, 2004
 Intelligent Transportation System Early Deployment
 Plan (Kern Region), 1997
 Kern County Regional Bicycle Plan , 2001 Kern
 Council of Governments (Kern COG)
 City of Shafter 2005 General Plan - Part 3 -
 Transportation Program
 City of Shafter 2005 General Plan - E.I.R.
 City of Wasco 2002 General Plan Draft E.I.R.

Tulare County:

Regional Transportation Plan (RTP) 2004/05, TCAG
 Tulare County General Plan, 2000
 TCAG Countywide Bicycle Transportation Plan,
 May, 2002

Kings County:

Kings County 2004 Regional Transportation
 Plan
 Kings County Association of Governments
 (KCAG) - "2005 Kings County Regional Bicycle
 Plan"

Fresno County:

Fresno County - 2000 Fresno County General
 Plan, Transportation & Circulation Element -
 Rural Bikeway Plan (Figure TR-2)
 Council of Fresno County Governments
 (COFCG) - Regional Transportation Plan
 (RTP) 2004

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2003).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C**.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post)). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).
- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.
- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.
- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.
- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total*/width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.
- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.
- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.
- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.
- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.
- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.
- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment
- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for

the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Changeable Message Signs (CMS) / Weather Stations (WS) / Highway Call Boxes (HCB)/ Future 511 Traveler Information System

Changeable Message Sign (CMS)

Existing and Proposed
Status - November 2005

EXISTING CHANGEABLE MESSAGE SIGNS					
Element Type	County	Direction	Post Mile	Location	Status
CMS	KER	SB 43	3.70	E OF RTE 5	Existing
PROPOSED CHANGEABLE MESSAGE SIGNS					
Element Type	County	Direction	Post Mile	Location	Status
CMS	All				None Proposed

Weather Stations (WS)

Existing and Proposed
Status - November 2005

EXISTING WEATHER STATIONS					
Element Type	County	Direction	Post Mile	Location	Status
WS	Kings	N/A	1.47	At RTE 137 (Corcoran)	Existing
WS	All Other				None Existing
PROPOSED WEATHER STATIONS					
Element Type	County	Direction	Post Mile	Location	Status
WS	All				None Proposed

Highway Call Boxes (HCB) *

Existing and Proposed
Status - November 2005

EXISTING CALL BOXES					
Element Type & #	County	Direction	Post Mile	Location	Status
CB - 43 - 0012	KER	N/A	1.20	S of I-5	Existing
CB - 43 - 0033	KER	N/A	3.00	1 Mi N of Panama Ln	Existing
CB - 43 - 0053	KER	N/A	5.00	1 Mi S of Stockdale Hwy	Existing
CB - 43 - 0072	KER	N/A	7.18	N of Brimhall Rd.	Existing
CB - 43 - 0112	KER	N/A	11.20	N of Snow Rd.	Existing
CB - 43 - 0126	KER	N/A	13.40	S of San Diego St.	Existing
CB - 43 - 0154	KER	N/A	15.35	N of Riverside Ave.	Existing
CB - 43 - 0202	KER	N/B	20.25	1 Mi S of Dresser Rd.	Existing
CB - 43 - 0203	KER	S/B	20.25	1 Mi S of Dresser Rd.	Existing
CB - 43 - 0222	KER	N/B	22.25	N of Kimberlina Rd.	Existing

CB - 43 - 0223	KER	S/B	22.25	N of Kimberlina Rd.	Existing
CB - 43 - 0265	KER	N/A	26.25	N of McCombs Ave.	Existing
CB - 43 - 0284	KER	N/A	28.50	N of Whistler Rd.	Existing
CB - 43 - 0305	KER	N/A	30.40	At Sherwood Ave.	Existing
CB - 43 - 0324	KER	N/A	32.40	N of Peterson Rd.	Existing
CB - 43 - 0346	KER	N/A	34.40	N of Schuster Rd.	Existing
CB - 43 - 0367	KER	N/A	36.50	N of Garces Hwy.	Existing
CB - 43 - 0383	KER	N/A	37.80	1 Mi S of Tul/Kern Co Line	Existing
PROPOSED CALL BOXES					
Element Type	County	Route	Post Mile	Location	Status
CB	All				None Proposed

* Kern County call boxes are managed by the Kern Motorist Aid Authority. For more information call (661) 861-2191 or visit <http://kerncog.org/projectbrief-kmaa.php>.

511 Traveler Information System

On July 21, 2000, the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. 511 provides information about travel conditions, allowing travelers to make better choices: choice of time, choice of route and choice of mode of transportation. It can also be expanded to provide transit information and rideshare options.

SAFETEA-LU mentions provisions for the 511 system to be implemented at the regional level as the urban metropolitan areas convert their existing traveler systems or establish enhanced 511 services.

Currently, the eight San Joaquin Valley MPOs are considering an offer by the Sacramento Area Council of Governments (SACOG) to expand the SacRegion Travel Information 511-cell phone coverage throughout Central California. Another possible alternative might be to establish a San Joaquin Valley based 511 system or the possible development of 511 access systems by individual counties.

Using any of the above mentioned alternatives would activate the 511 number in the San Joaquin Valley area and add new menu option to provide traveler information for any agency or service provider in the Valley that chose to participate.

Additionally, activation of 511 service in the San Joaquin Valley would continue to allow easy access to the existing Caltrans CHIN 800-427-ROAD road information system wherein travelers can receive up to the minute road conditions on any of our state's highways.

Freeway/Controlled Access Highway Agreements *

COUNTY (Listed South to North)	POST-MILE BACK	POST-MILE AHEAD	AGREEMENT # AND DESCRIPTION (Listed South to North)	JURISDICTION	DATE APPROVED	EXISTING AGREEMENTS
TULARE	21.9	22.7	(TUL-135-A)* Between ¾ mile S of Tulare-Kings Co Line to Tulare-Kings Co Line	Tulare County	10/23/1951	FREEWAY AGREEMENT
KINGS	0.00	2.80	(KINGS-135-B)* Tulare-Kings Co Line to Niles Ave.	Kings County	10/23/1951	FREEWAY AGREEMENT
KINGS	2.80	10.40	(KINGS 135-B)* Niles Ave. to Kansas Ave.	Kings County	9/23/1952	FREEWAY AGREEMENT
KINGS	10.40	18.40	(KINGS-135-A)* Kansas Ave. to State Legislative Route 10 (Now SR-198)	Kings County	7/14/1953	FREEWAY AGREEMENT

* Prior to July 1, 1964, State Route 43 was known within Tulare & Kings counties as State Legislative Route 135.

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Segment # PM From / To	Segment Details
1-5 KERN PM 0.10 - 15.74 Rte 119 (Beginning of Route) to Santa Fe Way, U.B. of Shafter	No transit services are available within these segments.
6-10 KERN PM 15.74 - R24.10 Santa Fe Way, U.B. of Shafter to W. Jct Rte 46	Within these segments the Kern Regional Transit system's "North Kern Express" provides inter-city services between Bakersfield and the cities of Shafter, Wasco, McFarland and Delano. Between Shafter and Wasco the North Kern Express uses Route 43 as its primary roadway.
11-12 KERN PM R24.20 - 38.80 E. Jct Rte 46 to Tulare Co Line	No transit services are available within these segments.
13-14 TULARE PM 0.00 - 22.70 Kern Co Line to Kings Co Line	No transit services are available within these segments.
15-19 KINGS PM 0.00 - 22.30 Tulare Co Line to Fresno Co Line	Transit services are available along Route 43 between Hanford and Corcoran, and between Hanford and Fresno, via the Kings Area Rural Transit (KART). Within the City of Hanford transit services are provided by KART, and within the City of Corcoran, services are provided by the Corcoran Area Transit (CAT). KART operates both fixed route and demand response services. CAT operates demand response services in the Corcoran area.
20-21 FRESNO PM 0.00 - 8.30 Kings Co Line to Rte 99/43 Sep (End of Route)	The Kings Area Rural Transit (KART) operates a twice weekly medical transit service between Hanford and Fresno using Route 43. The Fresno County Rural Transit Agency (FCRTA) operates its Selma Transit within the City of Selma. Selma Transit operates both fixed and demand response services within Selma. Only Selma Transit's demand response services traverse any portion of Route 43.

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Segment # PM From / To	Bicycle Facilities by Segment ^{(1) (2)}
<p style="text-align: center;">1-2 KERN PM 0.10 - 8.11 Rte 119 (Beginning of Route) to S Jct Rte 58</p>	<p>These segments are <u>open to bicycle travel</u>. Level terrain. <i>No paved shoulder</i>. No direct alternate route currently exists for these two segments.^{(3) (4)} At PM 2.60 the Kern River Bike Trail traverses this route and includes a large access parking lot.</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of these segments are identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bicycle facility.</p>
<p style="text-align: center;">3 KERN PM 8.11 - 9.20 S Jct Rte 58 to N Jct Rte 58</p>	<p>This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 2'</i>. No alternate route currently exists for this segment ^{(3) (4)}</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bike facility.</p>
<p style="text-align: center;">4-6 KERN PM 9.20 - 16.30 N Jct Rte 58 to 0.1 mi S of Euclid Ave</p>	<p>These segments are <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 4'</i>. No alternate route currently exists for these two segments.^{(3) (4)}</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. Additionally, the portion from PM 15.25 to 16.30 <u>is identified</u> within the 2001 Kern County Regional Bike Plan as a "planned bike lane or path" - otherwise undesignated.</p>
<p style="text-align: center;">7-10 KERN PM 16.30 - R25.10 0.1 mi S of Euclid Ave to W Jct Rte 46</p>	<p>These segments are <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 8'</i>. No alternate route currently exists for these four segments ^{(3) (4)}</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. Additionally, a portion of this route, from PM 16.30 to PM 17.22, <u>is identified</u> within the 2001 Kern County Regional Bike Plan as a "planned bike lane or path" - otherwise undesignated.</p>
<p style="text-align: center;">11 KERN PM R25.20 - 26.30 E Jct Rte 46 to McCombs Ave, North U.B. of Wasco</p>	<p>This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 5'</i>. No alternate route currently exists for this segment.^{(3) (4)}</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1,2 or 3 bicycle facility.</p>
<p style="text-align: center;">12 KERN PM 26.30 - 38.80 McCombs Ave, North U.B. of Wasco to Tulare County Line</p>	<p>This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width from PM 26.30 - 29.85 @ 8' and from PM 29.85 - 38.80 @ 5'</i>. No alternate route is currently exists for this segment.^{(3) (4)}</p> <p><u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bike facility.</p>

13-14 TULARE PM 0.00 - 22.67 Kern County Line to Kings County Line	<p>These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width varies from 0'-2'</i> No alternate route is currently available for these two segments.^{(3) (4)}</p> <p><u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the Tulare County 2002 Countywide Bike Plan identifies both of these segments as "proposed Class 2 or 3 bikeways".</p>
15-17 KINGS PM 0.00 - 18.20 Tulare County Line to Rte 43/198 Sep	<p>These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 8'</i>. No alternate route is currently available for these two segments.^{(3) (4)}</p> <p><u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2001 Kings County Regional Bike Plan identifies these three segments as a "<u>planned bikeway</u>".</p>
18 KINGS PM 18.20 - 22.30 Rte 43/198 Sep to 10 th Ave	<p>This segment are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 2'-3'</i>. Alternate route(s) are currently available for this segment.^{(3) (4)}</p> <p><u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2005 Kings County Regional Bike Plan identifies this state route as "...an integral part of the bicycle transportation network..."</p>
19 KINGS PM 22.30 - 27.30 10 th Ave to Fresno County Line	<p>This segment are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 8'</i>. No alternate route currently exists for this segment.^{(3) (4)}</p> <p><u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2005 Kings County Regional Bike Plan identifies this state route as "...an integral part of the bicycle transportation network..."</p>
20-21 FRESNO PM 0.00 - 9.30 Kings County Line to Rte 43/99 Sep (End of Route)	<p>These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 6'</i>. No alternate route currently exists for these segments.^{(3) (4)}</p> <p><u>Designation:</u> Conventional state highway opened to bicycle travel. The 2001 Fresno County General Plan's "Transportation and Circulation Element" lists these segments of Route 43 as a "planned bikeway" for its entire nine mile length through Fresno County.</p>

⁽¹⁾ **Deputy Directive 64 (DD-64) - (Policy)** The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in ALL programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices..."

⁽²⁾ **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction
"... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

⁽³⁾ **Streets and Highway Code - Section 888** - "The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

⁽⁴⁾ **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

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Segment (s) PM From / To	Pedestrian Facilities by Segment ^{(1)(2) (3)(4)}
<p style="text-align: center;">1-21 Kern, Tulare, Kings & Fresno County All Segments</p>	<p>Pedestrian and ADA concerns on Route 43, such as the installation of crosswalks, sidewalks, ramps, curb cuts, hand railings and pedestrian activated signal heads etc., will primarily be found near this route's populated areas.</p> <p>Those areas are: <u>Kern County</u> - from approximately PM 8.11 to approximately PM 9.16 (the area between the SR-58 south and north junctions); from PM 12.20 to 12.80 (an unnamed and unincorporated semi-urban residential area); from PM 15.75 [Santa Fe Way] to PM 18.15 [Mayer Ln.](i.e City of Shafter) and from PM 23.10 [Jackson Ave.] to PM 25.18 [SR-46 Jct](i.e City of Wasco). <u>Tulare County</u> - no current populated areas exist along this route. <u>Kings County</u> - from approximately PM 20.95 [Fargo Ave] to PM 22.43 [Flint Ave] (eastern boundary City of Hanford). <u>Fresno County</u> - from PM 8.15 [Nebraska Ave] to PM 9.35 [Jct SR-99/end of route](i.e. City of Selma).</p> <p>Additional areas of ADA and pedestrian concern may arise between Kings PM 0.00 [County Line] and Kings PM 3.00 [Santa Fe Ave] (i.e. City of Corcoran) and between Kings PM 18.20 [Jct SR-198] and Kings PM 22.43 [Flint Ave](i.e. eastern boundary City of Hanford) should urban development within these two cities progress in the direction of this route.</p> <p>The remainder of this route is very rural with few, if any, pedestrian or ADA concerns to be addressed at this time.</p>

⁽¹⁾ **Deputy Directive 64 (DD-64) - (Policy)** The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in **ALL** programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices..."

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